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Acquisition

**GLOBAL AIR TRAFFIC MANAGEMENT AND
NAVIGATION SAFETY CERTIFICATION FOR
USAF AIRCRAFT**

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This policy directive implements SAF/AQ direction to establish Global Air Traffic Management (GATM) and Navigation Safety (Nav Safety) certification for Air Force aircraft. This policy applies to all US Air Force (USAF) aircraft, including those of the Air National Guard (ANG) and Air Force Reserve Command (AFRC), by defining the USAF certification process required to:

Establish and preserve GATM and Nav Safety performance.

Ensure organizations issue clear, timely, and comprehensive guidance in GATM and Nav Safety implementation.

1. General . The purpose of this policy is to ensure that all Air Force acquisitions and modifications conform to the appropriate civil communication, navigation, surveillance/air traffic management (CNS/ATM) performance standards to guarantee access to worldwide controlled airspace. Aircraft not meeting CNS/ATM standards may be relegated to longer delays on the ground waiting for clearance, directed to operate on less optimum routes, or may be restricted from some airspace altogether. The certification process defined in this Policy Directive and in AFI 63-1301, Assurance of Global Air Traffic Management Certifications, applies to all Air Force aircraft. Civil derivative aircraft which maintain Federal Aviation Administration (FAA) Type Certification are also included. The GATM and Nav/Safety certification process will ensure commercial avionics retain the functionality required for flight in civil controlled airspace after integration and that military-unique systems provide an equivalent level of safety. It will also ensure compliance with AF safety regulations and current CNS/ATM requirements while providing a growth path to satisfy future civil requirements.

2. Responsibilities . This directive establishes the following responsibilities and authorities:

2.1. SAF/AQ will establish policy and guide the acquisition of the GATM and Nav Safety programs.

2.2. Major Commands (MAJCOMs), AFRC, and ANG will:

2.2.1. Determine specific GATM and Nav Safety operational requirements.

2.2.2. Approve aircraft to operate with requisite CNS/ATM airspace procedures and requirements.

2.2.3. Participate in development of GATM and Nav Safety Certification Plan to characterize required functionality, processes, and procedures necessary for civil CNS/ATM compliance.

2.3. Air Force Flight Standards Agency (AFFSA):

2.3.1. Inform the FAA the extent to which Air Force aircraft comply with CNS/ATM standards.

2.3.2. Participate in development of GATM and Nav Safety Certification Plan to characterize required functionality, processes, and procedures necessary for civil CNS/ATM compliance.

2.4. Global Air Traffic Operations/Mobility Command and Control System Program Office (GATO/MC2) will:

2.4.1. Perform GATM and Nav Safety Architecture Verification, Performance Certification, consultation, procurement, and sustainment.

2.4.2. Participate in development of GATM and Nav Safety Certification Plan to characterize required functionality, processes, and procedures necessary for civil CNS/ATM compliance.

2.4.3. In conjunction with the Global Positioning System (GPS) Joint Program Office, ensure that GPS user equipment conform to civil performance standards for enroute, approach navigation, and landing.

2.5. Aircraft System Program Offices will:

2.5.1. Serve as the office of primary responsibility for GATM/Nav Safety implementation and sustainment to satisfy MAJCOM requirements.

2.5.2. Develop the GATM and Nav Safety Certification Plan to characterize required functionality, processes, and procedures necessary for civil CNS/ATM compliance.

2.5.3. Obtain GATM and Nav Safety Architecture Verification and Performance Certification from GATO/MC2 that the system will meet CNS/ATM airspace requirements.

2.5.4. Update GATM and Nav Safety program status quarterly using the GATO/MC2 web site.

2.5.5. Obtain certifiable GATM and Nav Safety avionics through GATO/MC2 unless an alternative solution has been approved by SAF/AQ.

2.5.6. Coordinate with the AF Frequency Management Agency as directed in AFI 33-118 and assist MAJCOMS with their Operational Approval.

2.6. AFOTEC will determine the level of operational test required to support GATM certification.

LAWRENCE J. DELANEY
Acting Secretary of the Air Force

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References******Federal Aviation Regulations***

AFI 33-118, Radio Frequency Spectrum Management

AFPD 63-12, Assurance of Operational Safety, Suitability and Effectiveness

AFI 63-1201, Assurance of Operational Safety, Suitability, and Effectiveness

AFI 63-1301, Assurance of Global Air Traffic Management Certifications

Abbreviations and Acronyms

AFI—Air Force Instruction

AFFSA—Air Force Flight Standards Agency

AFPEO/AT—Air Force Program Executive Office, Airlift and Trainers

AFOTEC—Air Force Operational Test and Evaluation Center

AFRC—Air Force Reserve Command

ANG—Air National Guard

CNS/ATM—Communication, navigation, surveillance/air traffic management

FAA—Federal Aviation Administration

GATM—Global Air Traffic Management

GATO/MC2—Global Air Traffic Operations/Mobility Command and Control System Program Office

GPS—Global Positioning System

Nav Safety—Navigation Safety

MAJCOM—Major Command

PDO—Publishing Distribution Office

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